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CENTRAL INTELLIGENCE AGENCY

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COUNTRY Poland

SUBJECT Malapanew Steel Works in Ozimek

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report on the Malapanew Steel Works in Ozimek which contains information on the following: foundry facilities at the plant, production and expansion, labor force, source of raw materials, plant layout and buildings.

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HUTA MALAPANEW IN POLAND (C)

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HUTA MALAPANEW IN POLAND (C)

Introduction 50X1-HUM

Listed below are the names, geographic coordinates, and UTM coordinates of locations used in this report.

Location	Geographic	UTM
BLACHOWNIA	N50-47, E18-58	CB-566285
CZESTOCHOWA	N50-48, E19-07	CB-6831
MNISZEK	N53-29, E18-37	CE-415285
OZIMEK (MALAPANE)	N50-41, E18-13	CB-028172

1. Background

The Malapanew Steel Works was completed in OZIMEK (see Annex A for pinpoint location) about 1949; at that time it was under the direction of the Ministry of Machine Industry (Ministerstwo Przemyslu Maszynowego). The project for the factory was handled by the Prozamet Metal and Electrotechnical Projects Bureau (Biuro Projektowania Zakladow Przemyslu Metalowego i Elektrotechnicznego - Prozamet) 50X1-HUM At that time only one steel foundry facility was constructed (subsequently referred to as Foundry A - Hala A), which was to produce steel for the manufacture of rollers of various types used in construction and road building, manufacture of mining machines and equipment requiring high-grade steel, and manufacture of railroad equipment also requiring high-grade steel.

In 1952, however, a second steel foundry facility was constructed, which was to produce steel for the manufacture of tank tracks and other products for the army requiring special steel. This foundry, referred to as Hala B (Foundry B), produced only for the military. The project for the construction of this foundry was handled by the Special Projects Bureau (Biuro Projektow Budownictwa Specjalnego), since 1958 called the Investment Supply and Designing Bureau (Biuro Projektowania i Dostaw Inwestycyjnych), 50X1-HUM a project bureau which handled the planning and supervised the construction of all metallurgical or electrotechnical industry factories which produced for the military.

Since 1952, it has had two major steel foundries, Foundry A and Foundry B; they worked entirely independent of each other in spite of the fact that they were part of one factory and subordinate to the same factory management.

2. Production and Expansion

information on production concerned the total tonnage of steel produced by the two foundry facilities, and not the finished products. The actual items produced by the factory were known generally, but numbers or weight in tons were not known. 50X1-HUM 50X1-HUM

In December 1958, Foundry A had a capacity of 24,000 tons of steel annually. it was producing to its full capacity. All of its production was for civilian use, mostly in the manufacture of various types of rollers used in construction and road building, and some (amount unknown) for the manufacture of mining machines and railroad equipment requiring high-grade steel. The rollers were produced for both domestic use and export (quantity for export unknown) to other satellite countries. 50X1-HUM

Foundry A was planned for expansion, which was to start in 1959 and be finished by 1960. the expansion would progress more slowly than planned and it would not be finished until 1965. The exact nature of the expansion was unknown but the total capacity of the foundry was to be increased by 6000 tons yearly, to 30,000 tons. the additional 6000 tons yearly was to be in ingots (wlewki); this, if correct, would indicate that they were to be transported to another factory or factories for use in production. 50X1-HUM

Foundry B had a capacity of 18,000 tons yearly in December 1958 but had never produced more than 13,000 tons in any one year. All of its production was for the military and was used in the manufacture of tank tracks and other unknown military products requiring high-grade steel. 50X1-HUM

3. Labor Force

50X1-HUM

The full labor force for the factory was 4000 workers, but in December 1958 there were only about 3000 employed. attributed the reduced employment to the fact that the factory was not producing to its fullest capacity. 50X1-HUM

Of the 3000 workers employed in 1958, about 10 percent, or 300, were technically skilled employees such as engineers, technicians, and foremen; about 8 percent, or 250, were administrative personnel; about 58 percent, or 1700, were skilled laborers; and about 25 percent, or 750, were unskilled laborers. After the completion of the expansion of Foundry A, the employment was expected to reach 4000 50X1-HUM

The factory portion of the plant employed only two equal shifts of workers, one from 0600 to 1400 hours, and one from 1400 to 2200 hours. The foundries employed three full shifts: 0600 to 1400 hours, 1400 to 2200 hours, and 2200 to 0600 hours. The largest foundry shifts were the two day shifts; the night shift was nearly a skeleton crew (exact numbers on shifts were unknown).

4. Source of Raw Materials

The pig iron used in the manufacture of steel at the plant was from foundries in the Silesian area or CZESTOCHOWA. much of it came from CZESTOCHOWA because Huta Malapanew was located on the main rail line leading to the city from OPOLE.

5. Foundry Facilities

a. Steel Foundry A (Hala A)

This foundry occupied a combination red brick and gray brick building, which had been added to several times and as a result was of several styles of architecture with several types of roofs. It was about 200 by 60 by 12 to 15 m, and all portions were of steel construction. each type of roof had skylights of various types and sizes (see sketch in Annex B). There were flat, plain facades at both front and back of the building.

The internal organization of the foundry was in four main sections: furnace section and light, medium, and heavy casting sections (see Annex B for sketch). Annexed to the south side of the building was the iron storage shed, there were two 15-ton overhead cranes, which were used to unload the iron from railroad cars and transport it to the storage shed.

The foundry was equipped with six electric furnaces (piece elektryczne), which were capable of producing 24,000 tons of steel yearly (sizes of the furnaces were unknown to Source).

Expansion of this foundry was to start in 1959 to increase the production 6000 tons yearly.

b. Steel Foundry B (Hala B)

This foundry consisted of two adjoining, gray stucco, modern buildings of steel construction, which had been finished in 1952. One building was 100 by 18 by 15 m, and the other 120 by 54 by 15 (see Annex C for sketch). The main building had a double-domed roof and the end building had a single-domed roof. These domes opened to emit smoke and fumes from the foundry and from train engines. At the southeastern end of the foundry was a square, 3-story, gray stucco office building, which housed the foundry offices and contained social rooms and shower rooms for the workers. It measured 54 by 10 by 12 m and had a flat roof. With the exception of the side of the building to which this office building was attached, all sides of the foundry contained many windows; in fact, the walls were nearly all glass (see Annex C for sketch).

Foundry B produced high-grade steel used in military production (see paragraph 2 for discussion of production). It was equipped with five electric arc furnaces, which were capable of producing 18,000 tons of steel yearly this was one of the most modern steel foundries in all Poland.

The foundry was organized into five main sections: the iron and steel and foundry materials storage area (Magazyn zlomu i materialow formierskich); furnace and smelting section (oddzial piecow i topialnia); cast materials mixing section (przerob materialow formierskich); casting section (formiernia); and cast cleaning section (oczyszczalnia) (see Annex C for sketch).

6. Plant Layout and Description (See Annex D)

The factory terrain comprised an area of about 500,000 sq m. Its northern boundary formed by the Malapanew River, was about 600 m in length. Its eastern and southern boundary was an asphalt road, which circled the factory terrain for about 1½ km. Its western boundary was a barbed wire fence about 1 km in length.

The plant was serviced by the main rail line from OPOLE to CZESTOCHOWA. One main spur led from this main line to the factory area, where it branched into 11 spur lines within the factory. All the rail lines within the factory were normal gauge.

Most of the roads within the factory were hard-surfaced, oil and crushed rock, about four to five meters wide, but there were many small lanes which were not surfaced at all.

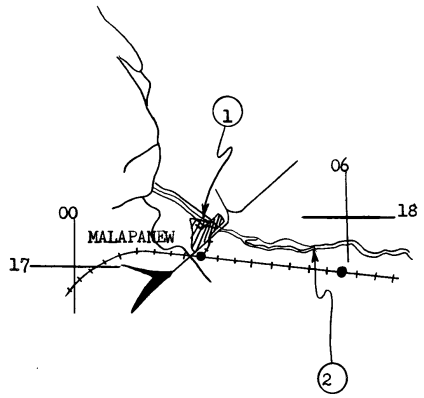
The terrain was open and level. Some shrubs were planted in 1958 but only around the administrative buildings.

a large scale landscaping program was to be started at the factory in 1959. Details and extent of this program were unknown

There was still plenty of open terrain on which to build, at least for the present planning expansion. (For plant layout and description see Annex D.)

Annex A

PINPOINT LOCATION OF THE HUTA MALAPANEW, IN POLAND



Legend

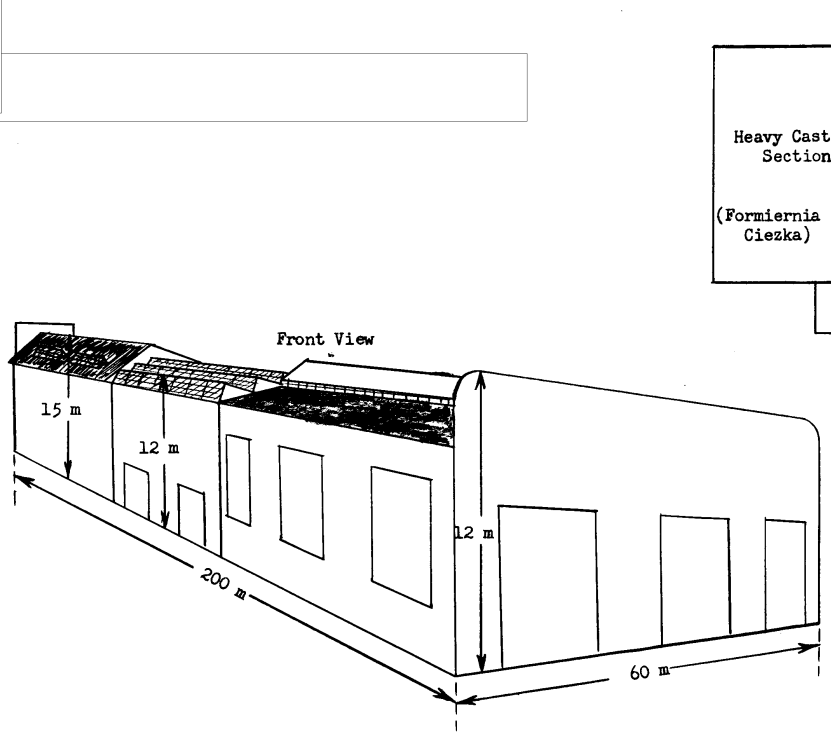
1 Huta Malapanew

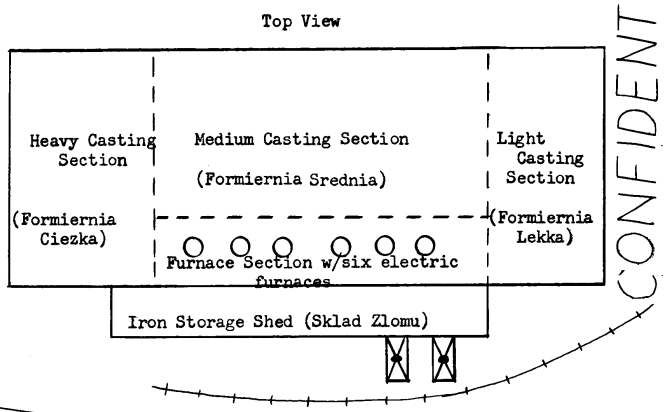
2 Malapanew River

Map Ref: OPPELN, Germany
1:100,000

Annex B

FOUNDRY A (HALA A) OF HUTA MALAPANEW IN POLAND





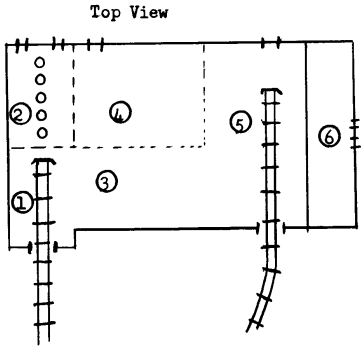
LEGEND:

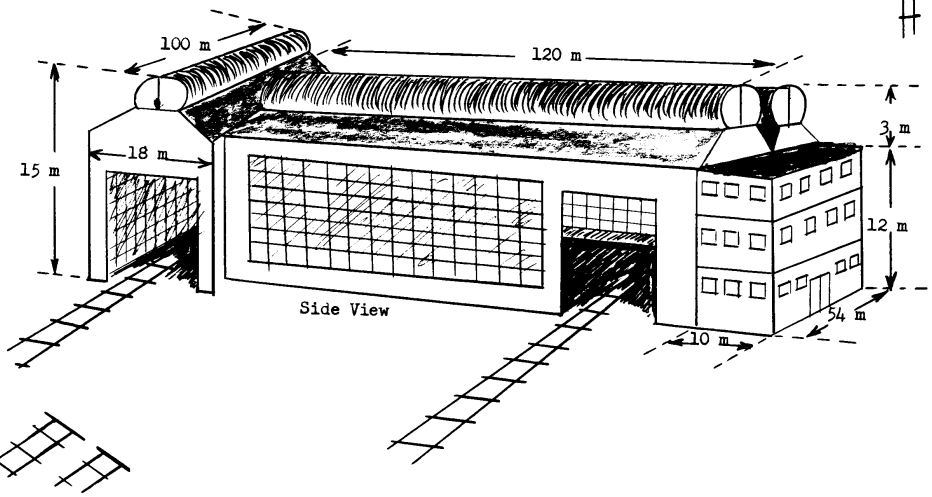
15-ton cranes for unloading railroad cars and transporting iron to the shed.

Railroad track

Annex C

SKETCH OF FOUNDRY B (HALA B) OF HUTA MALAPANEW IN POLAND





Legend

1. Iron and steel and foundry materials storage area (Magazyn zlomu i materiatow formierskich)
2. Furnace and smelting section (Oddzil piecow i topialnia)
3. Cast materials mixing section (Przerob materialow formierskich)
4. Casting section (Formiernia)
5. Cast cleaning section (Oczyszczalnia)
6. Foundry offices and social rooms for workers (Biuro odlewnii i siatnia i umywalnia)

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Annex D

SKETCH OF THE PLANT LAYOUT OF THE HUTA MALAPANEW IN POLAND

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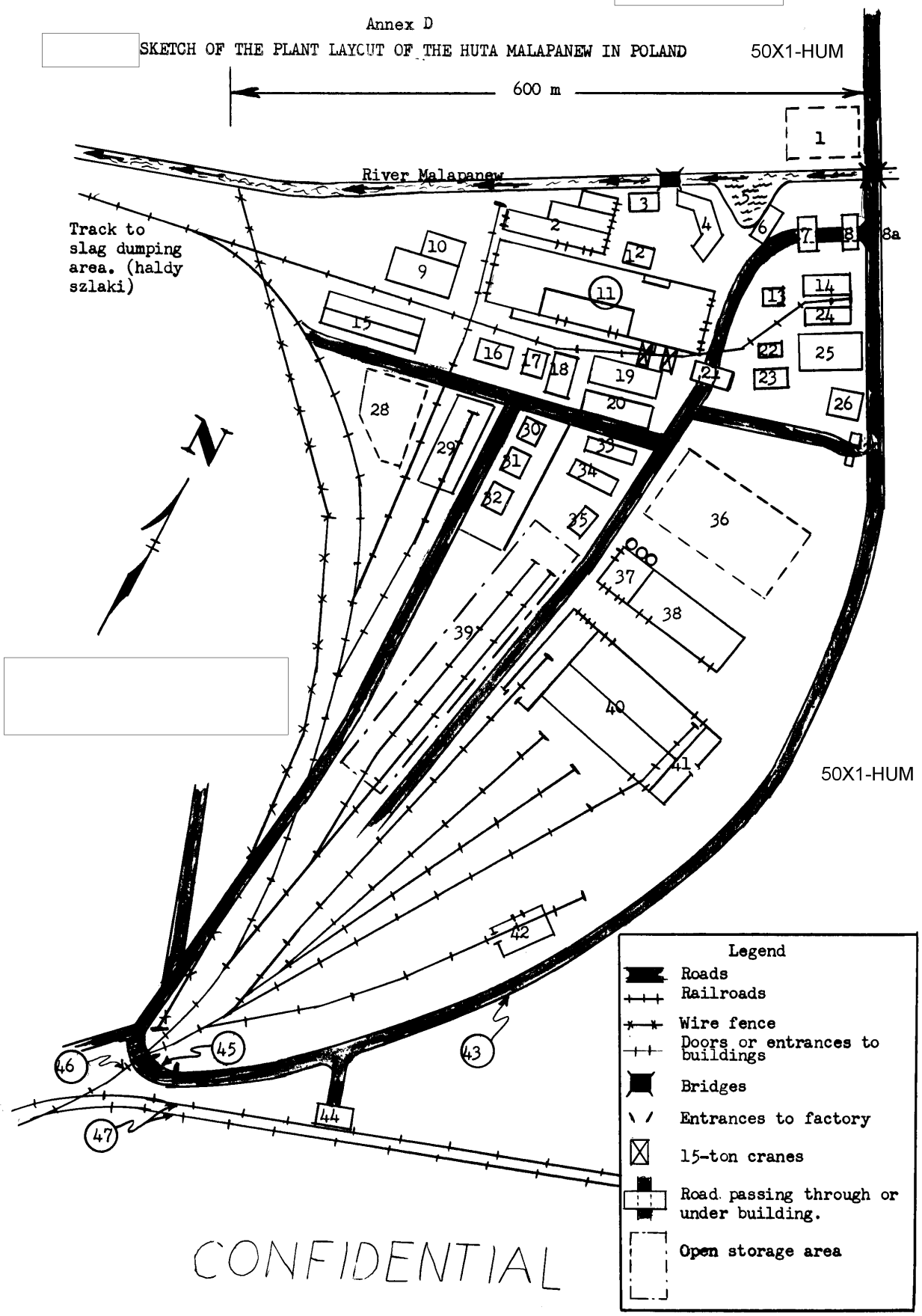

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Legend to Annex D

1. This was the projected location of a bicycle and motorcycle shed for use by the workers. 50X1-HUM It was to be constructed in 1959.

50X1-HUM

2. Although this is shown as one building, it was, in 1958, actually three red brick buildings: 60 by 35 by 12 m, 45 by 35 by 12 m, and 35 by 35 by 12 m. In 1959, it was to be made into one building by connecting the roofs and tearing out walls. Its use was to remain the same. It housed the cast cleaning and annealing sections (oczyszczalnia i wyzarzalnia) for Steel Foundry A (Hala A). The annealing section was equipped with gas ovens (number and sizes were unknown). 50X1-HUM Each section of the building was to have a clerestory roof with a skylight over its complete length. 50X1-HUM

3. This was a red brick, garage-type building, about 12 by 8 by 4 m, in which three Warszawa sedans and two ambulances (types unknown). The 50X1-HUM roof was wood covered with tar paper. There were three large garage doors on the south side of the building. 50X1-HUM

4. This was the factory management building, which housed the factory administrative offices and the offices of the directors. It was 3-story brick and gray stucco building with two oblique wings. The center section was 25 by 10 by 11 m, and the two wings were about 12 by 10 by 11 m each. The roof was flat. 50X1-HUM

5. This was an indentation in the river bank from which water was pumped for use throughout the factory. It trapped water from the river and acted as a reservoir.

6. This was the factory water pumping station. It was a 1-story, gray stucco building, about 10 by 4 by 5 m, which housed the water pumping facilities (type unknown) for the factory. On the side of the building facing the water, there were several (4 to 6) steel doors, the uses of which were unknown Pipes 50X1-HUM of various sizes were visible protruding from the water and entering the building through the wall. 50X1-HUM

7. This was the workers' entrance building. It was a wooden frame structure, about 13 by 4 by 3 m, through each end of which the workers had to pass in order to enter the factory. The roof connecting the two end sections formed a covered vehicle entrance. The building was to be torn down to make room for a new cast model warehouse (sklad modeli) in 1960, at which time the main entrance to the factory was also to be changed.

8. This was an old brick and gray stucco building, which served as an entrance waiting room (portiernia). Its size, shape and dimensions were the same as those of number 7. It too was to be torn down in 1960 to make room for the new model warehouse.

9. This was a noncombustible materials storage building (magazyn materialow ogniotrwalych), of red brick, about 40 by 10 by 7 m. A sign on the outside of the building defined its use (magazyn materialow ogniotrwalych). It had a regular pitched roof. 50X1-HUM

10. This was a red brick building, about 12 by 10 by 7 m, the use of which was unknown It had a regular pitched roof.

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50X1-HUM

50X1-HUM

11. This was Steel Foundry A (Hala A). For complete information see paragraph 5a.

12. This was the compressor station and electrical substation for Foundry A (stacja sprezarek i podstacja dla Odlewnii A). This was a brick and gray stucco building, about 30 by 10 by 7 m, with a tar-papered roof. 50X1-HUM there were two compressors in the building (type and capacity unknown).

50X1-HUM

13. This was a 2-story, small, brick and gray stucco building, which at one time had been a private home. It housed the personnel and pass office (Biuro personalne i przepustek). It had a regular gabled roof covered with tar paper and measured about 12 by 10 by 8 m. 50X1-HUM

14. This was the green lumber storage shed (sklad swiezego drzewa), which was a wooden frame shed with a gabled-roof on reinforced concrete uprights. The roof was covered with tar paper and the walls were entirely open. The shed measured about 54 by 18 by 9 m.

15. This was the open pit coal storage area. It was a double bin concrete pit, about 100 by 12 by 4 m deep. It had an overhead crane loading and unloading device, It stored coal for use in the coal gas 50X1-HUM producing station (sklad wegla dla stacji czarnic). No further information.

16. This was the coal gas producing station (stacja czarnic). It was a gray concrete-frame structure, not completely enclosed, which had six coal gas producing apparatus (czarnice). These apparatus were fed from the top by means of an overhead loading device. the process or the 50X1-HUM capacity. The station occupied an area about 30 by 8 by 15 m. 50X1-HUM

17. This was the chief mechanic's work shop (warsztat glownego mechanika), in which there were lathes, drills, sanders, and other machine tools used for the repair and maintenance of machinery and equipment. It was a red brick, gable-roofed building, about 8 by 5 by 6 m. The roof was covered with tar paper.

18. This was an empty, unused, red brick building with a gabled-roof, which was to be converted into a training and testing foundry for schooling of workers. After this conversion, which was to be completed by the end of 1960, it was 50X1-HUM to be equipped with a 1½-ton electric furnace of Polish manufacture. The building was red brick with a gabled-roof and measured about 30 by 10 by 6 m. No further information.

19. This was the storage warehouse for casting materials such as clay and sand (magazyn materialow formierskich). It was a wooden-frame building with gray brick walls, about 70 by 10 by 4 m. It had a gabled-roof covered with tar paper. 50X1-HUM

20. This was a 1-story, red brick, gable-roofed building, about 30 by 8 by 6 m which was the main factory power substation (glowna podstacja fabryczna transformatorow). It had two steel doors on the south side and small slit windows located very high, near the roof, all around. 50X1-HUM

21. This was the model warehouse, a two-part building joined by a common roof. The two parts of the building were located on either side of the road, and the roof formed a covered arch over the road. The building was 2-story, a combination of stucco and wood, about 20 by 12 by 6 m, with a gabled-roof. It was to be torn down in 1960. 50X1-HUM

22. This was an old, dirty gray stucco 2-story building, about 12 by 8 by 6 m. Source was not sure, but he thought that it was the aluminum and bronze foundry. 50X1-HUM

23. This was an old, 1-story gray stucco building, about 12 by 10 by 6 m, with a gabled roof covered with tar paper. It housed the metal model machining section (obrobka modeli metalowej). 50X1-HUM

24. This was a red brick, 1-story gable-roofed building, about 54 by 18 by 8 m. It housed the locksmith shop (slusarnia), seasoned lumber stack (sklad suchego drzewa), and the carpenter's shop (stolarnia). 50X1-HUM

25. This was a brick, gray stucco 1-story building, about 60 by 25 by 10 m. It housed the wooden model section (modelarnia drzewniana). 50X1-HUM

26. This was the factory dispensary (ambulatorium), a red brick, 2-story building, about 15 by 12 by 8 m. with a flat roof. The entrance was on the north side. that there 50X1-HUM were two doctors, a dentist, and three nurses employed there.

27. This was the proposed location of the new main entrance to the factory. The road would have to be extended to the asphalt road bordering the factory terrain. There were already two small gray stucco, flat-roofed buildings, about 3 by 3 by 4 m, on either side of the road. they were perfect for use as 50X1-HUM factory security guard posts and that there was to be a manually-operated road barrier constructed between the two buildings. This entrance was to be ready for use by mid-1960. 50X1-HUM

28. This was the location of some kind of construction. in 1958, 50X1-HUM there were workmen and bulldozers in this area making preparations for erection 50X1-HUM of some type of building.

29. This was the shipping room and warehouse for finished products (magazyn wyrobor gotowych i ekspedycja). It was a 1-story, red brick, double-gable-roofed building, about 40 by 15 by 5 m. A rail spur line entered the south end of the building and ran to the opposite end. The building had small windows on the two long sides. 50X1-HUM

30. This was a private home that had, to 1958, not been confiscated by the factory. It was a small, 2-story, gable-roofed, gray stucco building, about 10 by 10 by 8 m. it would be confiscated by the factory sometime in the future. 50X1-HUM

31. Same as number 30 except that it housed the factory Investments Section (Dzial Inwestycji). 50X1-HUM

32. Same as number 30 except that it was the home of the factory director (name unknown). 50X1-HUM

33. This was a wooden, 1-story barracks-type building, about 40 by 12 by 3 m, used as a factory office building . It had a wooden 50X1-HUM door at each end and small regular-sized windows along the sides. The roof was covered with tar paper. 50X1-HUM

34. This was the same as number 33 except that it housed the offices of the Factory Council (Rada Zakladowa), Party Organization (Organizacja Partyina), Workers' Council (Rada Robotnicza), and the trade union (Zwiazek Zawodowy). 50X1-HUM

35. This was a red brick, 1-story, gable-roofed building in which acetylene was manufactured (acetylenownia). The building measured 12 by 5 by 4 m. 50X1-HUM the capacity of the apparatus was 100,000 cu m yearly.

36. This was the location for the new heavy machining hall (hala obrobka cierzkiej), which was to be completed by 1965. The foundation had been completed in 1954, but 50X1-HUM no further work had been done. Further construction was to start in 1960. It was to be a reinforced-concrete building about 100 by 36 by 8 m.

37. This was a red brick, 1-story, gable-roofed building, about 20 by 20 by 7 m, which housed two compressors which operated the air conditioning system in Foundry B (Number 40 in Annex D) and the electrical substation for Foundry B. 50X1-HUM

38. This was a red brick, 1-story, gable-roofed building, about 80 by 20 by 7 m, which housed the rough finishing section for products from Foundry B (Oddzial skorowania i obrobki wstepnej). It was here that the track links 50X1-HUM were rough finished.

39. This was an open storage area for steel foundry materials such as coal, sand, and scrap metal, which were dumped on many square concrete platforms. The platforms were about 8 by 8 m and were in rows on either side of the two rail spur lines running through the area. The area was about 300 by 30 m.

40. This was Steel Foundry B. For complete description see paragraph 5b of this report.

41. This was the office building for Foundry B. For complete description see paragraph 5b of this report.

42. This was a red brick, 1-story, gable-roofed building, about 25 by 8 by 8 m, which was a garage for the locomotives used at the factory. It also contained repair facilities for the locomotives. A rail spur ran completely through the center of the building. 50X1-HUM

43. This was an asphalt road, which constituted the eastern and southern boundries of the factory terrain. It was about 5 m wide and was used mainly as a route from the town of OZIMEK to the railroad station (Number 44 in Annex D) on the main line from OPOLE to CZESTOCHOWA. 50X1-HUM

44. This was the Ozimek railroad station, which was used by the workers at the Huta Malapanew as well at the inhabitants of OZIMEK. It was a gray stucco, 2-story, gable-roofed building, about 30 by 10 by 8 m. It contained a waiting room, ticket office, and railroad workers' office. There were no platforms. 50X1-HUM

45. There were two sets of gates, one for the railroad spur line and one for foot traffic. They were guarded by an attendent only when open to admit rail traffic or allow workers to pass in or out at regular shift changing times. 50X1-HUM

46. This was a single-track rail spur line for the Huta Malapanew. It connected with both the east-and westbound lines of the main line between OPOLE and CZESTOCHOWA.

47. This was the double-track line, OPOLE-CZESTOCHOWA.